

CHINA



MAIL.

Established February, 1845.
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIV. No. 4526.

號三月正年八十七百八千一英

HONGKONG, THURSDAY, JANUARY 3, 1878.

日一初月二十年丑丁

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTT, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DRAGON & CO., 150 & 164, Leadenhall Street. PARIS AND EUROPE.—LEON DE ROSEN, 19, Rue Monsieu, Paris. NEW YORK.—ANDREW WIND, 133, Nassau Street. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTT, Melbourne and Sydney. SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco. SINGAPORE AND STRAITS.—SAYLE & CO., Square, Singapore. C. HEINSEN & CO., Manila. O. H. A. & Co., CAMPELL & Co. Amoy, WILSON, NICHOLS & Co. Foochow, HADDER & Co. Shanghai. LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, 5,000,000 Dollars. Reserve Fund, 600,000 Dollars.

COURT OF DIRECTORS.
Chairman.—H. HOFFMANN, Esq.
Deputy Chairman.—F. D. SASSON, Esq.
E. R. BELLIOS, Esq. WILHELM REINERS, Esq.
W. H. FORBES, Esq. Ed. TOBIN, Esq.
Hon. W. KEEWICK. A. MOLYNE, Esq.

CHIEF MANAGER.
Hongkong,.....THOMAS JACKSON, Esq.
MANAGER.
Shanghai,.....EWE CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits.—
For 3 months, 2 per cent. per annum.
" 6 " 3 " " " "
" 12 " 4 " " " "

LEGAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Office of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1877.

Notices of Firms

NOTICE.
THE Business hitherto conducted in my name will from this Date be Carried on under the Style of GROSSMANN & Co., Mr. G. A. GROSSMANN having become a Partner therein.
C. F. GROSSMANN.
Hongkong, January 1, 1878. fe2

NOTICE.
MR. BERNHARD SCHMACKER is authorized to Sign our Firm by procuration.
CARLOWITZ & Co.
Canton, Hongkong, Shanghai,
January 1, 1878. fe2

NOTICE.
MR. H. F. MEYERINK has been admitted a Partner in our Firm from this Date.
MEYER & Co.
Hongkong, January 1, 1878. ap2

NOTICE.
THE Interest and Responsibility of Mr. JOSEPH PERROT BARNES in our Firm in China CEASES from this Date.
HOLLIDAY, WISE & Co.
Hongkong, December 31, 1877. ja81

NOTICE.
I HAVE This Day established myself at this Port as a MEHOBANT and COMMISSION AGENT, under the Style or Firm of G. R. STEVENS & Co., who will be pleased to conduct the Agency of the AUSTRALIAN STEAM NAVIGATION COMPANY.
G. R. STEVENS.
Hongkong, December 29, 1877.

NOTICE.
MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.
DOUGLAS LAFRAIK & Co.
Hongkong, September 23, 1877.

NOTICE.
I HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT.
J. V. VERNON SHAW.
Hongkong, November 1, 1877. my1

NOTICE.
I HAVE This Day Established myself at this Port under the Style or Firm of WEST POINT IRON WORKS, ENGINEERS and BOILERMAKERS, by WILLIAM DUNPHY & Co., Late Manager of the Novelty Iron Works, Hongkong.
Wm. DUNPHY.
Hongkong, December 10, 1877. fe10

Entertainments.

THEATRE ROYAL, CITY HALL.

THIS EVENING,
Saturday Evening,
the 3rd, and 5th January, 1878.

PROFESSOR THORN, Artist to His Majesty THE EMPEROR OF GERMANY, And His EXCELLENCY THE Viceroy, LORD LITTON, Patronised by several reigning Princes of Europe, and by all the Governors of India, will appear in his MARVELLOUS SCIENTIFIC and PLEASING DRAWING ROOM ENTERTAINMENT, embracing the PHENOMENA OF MODERN SPIRIT MEDIA, experienced with PROFESSOR THORN'S AMUSING AND INSTRUCTIVE EXPLANATION, HOW IT'S DONE.

One of the following Experiments will be Performed at the Conclusion of every Entertainment:—
THORN'S DYING HOLLANDER CASE; MARYELLOUS disappearing of the Glass with the CAVARIES and the re-appearing in full View of the Audience.

"THORN'S MEDIUM SECURED IN THE SAGE of the COUNT DE MONTE CRISTO." "Palmistry or taking a Live Man to Pieces and restoring Him again, through the aid of Invisible Agencies."

"NEW LIGHT SHANCES." "THE MEDIUM FLYING IN THE AIR AND TAKING THE CABINET WITH HIM." "THE SPIRITS SUPERSEDED." "INEXPLICABLE BLOOD WRITING." "CLAIRVOYANCE OR ANTI-SPIRITUAL MANIFESTATIONS," &c.

Professor THORN has been presented with letters, expressing approbation of his Entertainments by 23 reigning Emperors and Princes of Europe. The latest letter that he has received being in English, he quotes as follows:—
"Professor THORN gave one of his pleasing Entertainments at Simla under my patronage and a private Seance at Government House. I was much pleased with his Performances and think him a remarkably skilful and graceful professor of Legoromancy."
GOVERNMENT HOUSE, SIMLA, 8th June, 1877. (Sd.) LITTON.

PRICES OF ADMISSION:
To all Parts of the House,.....2 Dollars.

Seats can now be secured at Messrs LANE, CRAWFORD & Co.'s, where a Plan of the House can be seen.

Doors Open at 8.30 p.m., Commence at 9 p.m., precisely.

Chairs may be ordered for 11 o'clock.

For particulars, see Programmes, and other Hand Bills.

HONGKONG CHORAL SOCIETY.

THE FIRST CONCERT of the Season will take place on THURSDAY, the 10th JANUARY, 1878, the Proceeds of which will be devoted to the FUND for Relieving the FAMINE in the NORTH OF CHINA.

Hongkong, December 23, 1877. ja11

AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above CLUB will give a Performance at the THEATRE ROYAL, CITY HALL, on

SATURDAY,
January 12th, 1878.

When will be presented a Comedy ENTITLED

"NINE POINTS OF THE LAW," to be followed by a farce by CH. SELBY, Esq., ENTITLED

"Boots at the Swan."

Tickets may be had at Messrs LANE, CRAWFORD & Co. on and after Wednesday, January 2nd.

Doors Open at 8.30. Performance to Commence at 9 o'clock.

CHAS. C. COHEN, Hon. Secretary.

Hongkong, December 31, 1877. ja13

For Sale.

COAL.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to BATTLES & Co.

Hongkong, December 8, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I. A to K, with Introduction. Royal Soc. pp. 202.—By ERNEST JOHN EITEL, Ph.D., Missionary.

Price: Two DOLLARS AND A HALF. To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 9, 1877.

For Sale.

EXTRA FINEST ISIGNY BUTTER, in 1 lb. and 2 lb. Tins, Packed specially for LANE, CRAWFORD & Co.

Choice French JAMS, LANE, CRAWFORD & Co., Special Agents.

VAN HOBOKEN'S AVH GIN, LANE, CRAWFORD & Co., Special Agents.

BASS'S ALE and GUINNESS'S STOUT, Bottled by FOSTER, LANE, CRAWFORD & Co., Special Agents.

TUBORG'S Danish BEER, LANE, CRAWFORD & Co., Special Agents.

CURCOUR and ADER'S CLARETS, LANE, CRAWFORD & Co., Special Agents.

BULLOCK LAD'S Scotch WHISKY, specially blended, For LANE, CRAWFORD & Co.

Very Fine OLD RYE WHISKY, Bottled by LANE, CRAWFORD & Co.

SACCONE'S Perfectly Pure SHERRIES, Bottled by LANE, CRAWFORD & Co.

Choicest Pure PORT, direct from Oporto, Bottled by LANE, CRAWFORD & Co.

CUMSHAW MIXTURE, the finest Mixture of new Foochow Teas, Prepared specially for LANE, CRAWFORD & Co.

CHUBB'S SAFES, LOOKS, and BOXES, LANE, CRAWFORD & Co., Special Agents.

LETT'S DIARIES for 1878, LANE, CRAWFORD & Co., Agents.

SILBER LAMPS, LANE, CRAWFORD & Co., Agents.

BAXTER'S CANVAS, LANE, CRAWFORD & Co., Agents.

Hongkong, December 23, 1877.

Intimations.

G. FALCONER & Co., WATCH and CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central.

Hongkong, August 20, 1877. fe20

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness and Prompt Attention.

PRAVA WEST, HONGKONG.

Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

NOTICE.

A. MILLAR & Co., PLUMBERS, and GAS FITTERS, Queen's Road East, HONGKONG.

September 15, 1877.

AH YON, SHIPS' COMPRADORE AND STEVEDORE.

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

NOTICE.

THE SALE BY PUBLIC AUCTION of the GROUND and BUILDINGS advertised to take place on the 31st Dec. 1877, has been WITHDRAWN. Private offers for the same can be made to LANE, CRAWFORD & Co.

Hongkong, December 23, 1877. ja4

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, September 15, 1877. ap1

A YOUNG DAN, 21 Years of Age, with much practice in Business, perfectly conversant with the Scandinavian, German, and English, and partly with the French and Spanish languages, WANTS A SITUATION. Offers to be directed to "Karton Petersen, Licentiate, 6 Koenigsberg Wg." December 31, 1877. ja6

KWONG HING CHEUNG & Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ANTON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAR JAC, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 10, 1877. ma19

Shipping.

Steamers.

FOR SINGAPORE, BRISBANE, SYDNEY & MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE"

will be despatched for the above Ports on FRIDAY, the 4th January, 1878, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.

Hongkong, December 31, 1877. ja4

Sailing Vessels.

FOR DUNEDIN (N. Z.)

The A 1 German Barque "MARIE"

Capt. BURMEISTER, will load here for the above Port, and have a quick despatch.

For Freight or Passage, apply to ROZARIO & Co.

Hongkong, November 14, 1877.

FOR HAMBURG (DIRECT).

The A 1 German Bark "JULIEN"

WENDE, Master, will load here and meet with quick despatch as above.

For Freight, apply to SIEMSEN & Co.

Hongkong, December 28, 1877.

FOR MELBOURNE & SYDNEY.

The A 1 French Barque "ANGEL"

Captain BARBEYRON, will take Freight at moderate rates, and have quick despatch.

For Freight or Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, December 5, 1877.

FOR LONDON (DIRECT).

The A 1 Brit. Clipper Bark "KATE CARRIE"

JAMES WILSON, Master, having the greater part of her Cargo engaged, will have immediate despatch as above.

For Freight, apply to MEYER & Co.

Hongkong, November 23, 1877.

FOR HAMBURG.

The A 1 Clipper Barque "GOLDEN RUSSETT"

RICHARDSON, Master, will have quick despatch as above.

For Freight, apply to Wm. PUSTAU & Co., Agents.

Hongkong, November 23, 1877.

FOR NEW YORK.

The A 1 American Barkentine "SAMOS"

U. H. BRYANT, Master, will load here for the above Port, and have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, December 4, 1877. ja4

FOR SAN FRANCISCO.

The A 1 British Clipper Ship "OILYRUM"

SHERWEN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, December 26, 1877.

FOR HAMBURG AND LONDON.

The A 1 British Ship "ONIDA"

S. OLYMA, Master, having 3/4ths of her Cargo engaged, will load here as above, and will be despatched on or about the 31st December.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, November 27, 1877.

FOR NEW YORK.

The A 1 American Ship "COLORADO"

INGRAM, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, November 3, 1877.

FOR HONOLULU.

The A 1 American Ship "CHARLES OAK"

STAPLES, Master, will load here for the above Port, and will have quick despatch.

For Freight or Passage, apply to VOGEL, HAGEDORN & Co.

Hongkong, November 2, 1877.

Notices to Consignees.

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. MIRZAPORE

CONSIGNEES of Cargo by the above named Vessel, from Bombay and Intermediate Ports, and in connection with the Steamers HINDOSTAN from London, and MALWA from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 7th Proximo will be subject to rent.

ADAM LIND, Superintendent.

Hongkong, December 31, 1877. ja6

GERMAN STEAMER ALTONA.

MULLER, Master, FROM LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 6th January proximo will be subject to rent.

Optional Cargo will be forwarded unless written notice to the contrary is given by 2 p.m. To-day.

Bills of Lading will be countersigned by Wm. PUSTAU & Co.

Hongkong, December 31, 1877. ja6

FROM LONDON AND SINGAPORE.

THE S. S. Malabar having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Cargo remaining undelivered after the 6th Proximo will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents, S.S. Malabar.

Hongkong, December 31, 1877. ja6

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. Venus having arrived from the above Ports, Consignees of Cargo are requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense, uninsured against fire.

JARDINE, MATHESON & Co., Agents, S.S. Venus.

Hongkong, January 2, 1878. ja12A

BRITISH BARK, FALCON, FROM LONDON.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBURG & Co., Agents.

Hongkong, December 24, 1877. ja12B

COMPAGNIE DES MESSEAGERIES MARITIMES.

S. S. TIGRE.

NOTICE.

CONSIGNEES of Cargo per S. S. TIGRE, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees, before To-day, the 31st Instant, at 4 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Monday, the 7th January, 1878, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DE FOUREY, Agent.

Hongkong, December 31, 1877. ja1

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DE FOUREY, Agent.

Hongkong, December 31, 1877. ja1

Advertisements.

FOR NEW YORK.

The 41 American Barkentine
"MARION,"
R. Howes, Master, will load
here for the above Port, and
will have immediate despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, January 3, 1878.

FOR NEW YORK.

The 41 American Bark
"B. F. WATSON,"
HAWKINS, Master, will load
here for the above Port, and
will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, January 3, 1878.

FROM LONDON AND SINGAPORE.

The S. S. *Glenfalloch* having arrived,
Consignees of Cargo by her are hereby
informed that their Goods are being landed
at their risk and stored in the Godowns of
the Underigned, whence and/or from the
Wharf or Boats delivery may be obtained.
Optional Cargo will be sent to Shanghai
unless notice to the contrary is given before
4 p.m. To-day.

Cargo remaining undelivered after the
10th instant will be subject to rent.
No Warehouse Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents, S. S. *Glenfalloch*.
Hongkong, January 3, 1878. ja10

FROM CALCUTTA, PENANG AND SINGAPORE.

The S. S. *Hindostan* having arrived
from the above Ports, Consignees of
Cargo are requested to send in their Bills
of Lading to the Underigned for counter-
signature, and to take immediate delivery
of their Goods.
Cargo Impeding her discharge will be at
once landed and stored at Consignees' risk
and expense.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, January 3, 1878. ja10

LAMBERT, ATKINSON & CO.
HAVE FOR SALE.

A LARGE ASSORTMENT OF
AMERICAN COOKING & PARLOUR
STOVES.

FENDERS and FIRE IRONS.
BLANKETS.

FAIRBANK'S SCALES, from 400 lb.
to 2,500 lb.

BRUSSELS and TAPESTRY CAR-
PETS, various patterns.

VELVET and TAPESTRY SOFA
CARPETS, RUGS.

DOOR MATS.

HORSE BLANKETS.

Central and Pinfire CARTRIDGE
CASES.

GUN-WADS, PERCUSSION CAPS.

STATIONERY, of every description.

BOOKS.

NOVELS, SCHOOL BOOKS.

SHEET MUSIC and SONGS.

French APPLES, and LEMONS.

SALMON BELLIES, in Kits.

MACARONI, TONGUES and SOUNDS.

Family PIG PORK, and Prime Mess
BEEF, in Kags 25 lb. each.

CAVIARE, SARDINES, and Spiced
ANCHOVIES.

Prime American BACON and HAMS.

Cutting JAMS and JELLIES Assorted.

GRAHAM FLOUR, CORN MEAL,
RYE MEAL, &c., &c.

Canned Dessert FRUITS.

Compressed CORNED BEEF, and
BEEF TONGUES.

RICKLEB SALMON, in Quantities to
suit Purchasers.

CROWN and BLACKWELL'S OIL MANS'
STORES, of every kind; Fresh Supplies
received by every Steamer.

CLARET in Cask, (BANDOL), Superior
Quality.

BACALAI PERKIN'S PORTER, in Hogs-
heads and Kilderkins.

GUINNESS'S STOUT, Bottled by E. & J.
BURNS, in Pints and Quarts.

BALE PALE ALE, Bottled by CAMERON
and SAUNDERS, in Pints and Quarts.

&c., &c., &c.

Hongkong, January 3, 1878.

IN THE GOODS OF
GEORGE UNDERHILL SANDS,

Deceased.

NOTICE is hereby given that all Cre-
ditors and other persons, having any
CLAIMS or DEMANDS upon or against
the Estate of GEORGE UNDERHILL
SANDS, late of Victoria, Hongkong, who
died at Victoria aforesaid on the 30th
day of October, 1877, and whose Will was
duly proved, Probate whereof was granted
to WILLIAM HOWELL FORBES, of Victoria
aforesaid, Esquire, the Executor therein
named by the Supreme Court of Hong-
kong, in its Probate Jurisdiction on the
8th day of November, 1877, are hereby re-
quired to send, in writing, the particulars
of their Claims or Demands to the said
WILLIAM HOWELL FORBES at his address
aforesaid, or to the Underigned WILLIAM
HENRY BARNSTON, the Solicitors of the
said WILLIAM HOWELL FORBES, at the
office of the said Wm. Henry Barnston,
29, Queen's Road, Hongkong, on or before
the 1st day of May, 1878.

And notice is hereby given that at the
expiration of the last mentioned day, the said
WILLIAM HOWELL FORBES will proceed to
distribute the assets of the said GEORGE
UNDERHILL SANDS amongst the parties
entitled thereto, having regard to the
Claims of which the said WILLIAM HOWELL
FORBES shall then have had notice; and
that the said WILLIAM HOWELL FORBES
will not be liable for the assets, or any part
thereof, to be distributed, to any person of
whom Claim the said WILLIAM HOWELL
FORBES shall not have had notice at the
time of the distribution.

Dated this 1st day of January, 1878.
Wm. H. BARNSTON,
Solicitor of the said
WILLIAM HOWELL FORBES.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship
"GLENFALLOCH"
will be despatched for the
above Port on SATURDAY,
the 5th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents, S. S. *Glenfalloch*.
Hongkong, January 3, 1878. ja5

FOR HAIPHONG (DIRECT.)

The Steamship
"HOLYROOD,"
J. PETERS, Master, will be
despatched for the above
Port on SATURDAY, the 5th instant, at
5 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, January 3, 1878. ja5

FOR SWATOW, AMOY & FOCHOOW.

The Steamship
"NAMOA,"
Capt. J. E. PUGHARD, will
be despatched for the above
Ports on SUNDAY, the 6th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIE & Co.
Hongkong, January 3, 1878. ja5

FOR MANILA.

The Steamship
"MAOTAN"
will have immediate despatch
for the above Port.

For Freight or Passage, apply to
J. Y. V. SHAW,
Agent.
Hongkong, January 3, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debts contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

ALPHINGTON, British barque, Captain G.
Cunningham.—Wiesler & Co.

CLYDEBURN, British ship, Captain E.
Shrewsbury.—Wiesler & Co.

COLOMADO, American ship, Captain In-
gram.—Russell & Co.

KATE CARRIE, British barque, Captain
James Wilson.—Melchers & Co.

BROOMHALL, British ship, Captain H.
Bate.—Russell & Co.

CHARTER OAK, American ship, Captain
Staples.—Jardine, Matheson & Co.

FORMOSA, German 8-m. schooner, Capt.
Schweer.—Melchers & Co.

ANNIE S. HALL, American barque, Capt.
Chas. H. Nelson.—Captain.

BIRKEN, British ship, Captain W. Rey-
nolds.—Order.

JURGEN, German barque, Capt. W.
Winda.—Siemssen & Co.

SIR JAMESWEE FAMILY, British ship,
Capt. C. Cobb.—Adamson, Bell & Co.

GLENFALLOCH, British barque, Capt. Lang.
—Chinese.

VESTA, German barque, Capt. R. Dirks.
—Melchers & Co.

RAJANATHANUHA, British str., Capt.
Geo. T. Hopkins.—Siemssen & Co.

PETER, German 3-m. schooner, Captain
H. Möller.—Eduard, Schellhaus & Co.

R. O. RICKMERS, German ship, Captain
R. O. Stolt.—Wm. Pustan & Co.

SHIPPING.

ARRIVALS.

Jan. 3, *Georgina*, British barque, from
Whampoa.

Jan. 3, *Namoa*, British steamer, 863,
J. E. Pughard, Foochow Dec. 30, Amoy
Jan. 1, and Swatow 2, General and Treas-
ure.—DOUGLAS LARRAIE & Co.

Jan. 3, *Pung-shun*, Chinese steamer, 863,
Andrew, Shanghai Dec. 30, General.—C.
M. S. N. Co.

Jan. 3, *Hindostan*, British steamer, 991,
T. S. Gardner, Calcutta Dec. 16, Penang
23, and Singapore 26, 1,475 chests Opium,
2,231 bags Saltpeetre, 607 bales Cotton,
1,890 pkgs. Sundries, and 87 boxes Treas-
ure (Rs. 241,000).—DAVID SASSOON, SONS
& Co.

Jan. 3, *Glenfalloch*, British steamer,
1880, Taylor, London Nov. 18, via ports of
call, and Singapore Dec. 27, General.—
JARDINE, MATHESON & Co.

Jan. 3, *Atalante*, French iron-clad, from
Canton.

DEPARTURES.

Jan. 3, *Taiwan*, for Coast Ports.

3, *Namoa*, for Swatow.

3, *Atalante*, for Shanghai.

3, *Malabar*, for Yokohama.

3, *Esmeralda*, for Manila.

3, *Frederick Perthes*, for Takow.

3, *Brema*, for Quinhon.

3, *Malina*, for Singapore.

3, *Chinkiang*, for Shanghai.

3, *Rajanathanuhaar*, for Shanghai.

3, *Pung-shun*, for Canton.

3, *Canton*, for Manila.

3, *Menelaus*, for London, &c.

3, *Achilles*, for Shanghai.

3, *Golden Horn*, for Saigon.

CLEARED.

Golden Russel, for Hamburg.

Margerton, for Quinhon.

Irene, for Singapore.

Hopfull, for Manila.

Ferdinand Brumm, for Singapore.

Lucky, for Bangkok.

Tokong, for Kaitow & Haiphong.

Shandian Castle, for Manila.

Herionimus, for Kaitow.

AMVED.

Pet Namoa, from Coast Ports, Makin

Harton and Sheppard, and 100 Chinese.

Per Hindostan, from Calcutta, &c.; Mrs

Gardner, Miss Mabel Allen and servant,

Messrs James, Chance, Falmay, G. Khan,

1 Native, 2 Women, and 245 Chinese.

DEPARTURES.

Per Glenfalloch, from Singapore, Messrs
F. S. Hoffman and W. Rose, and 5 Chinese.
Per Pung-shun, from Shanghai, 40 Chi-
nese.

DEPARTED.

Per Teheran, from Shanghai for Sou-
thampton, Capt. and Mrs. Hooper, 3 chil-
dren, and E. F. servant. From Yokohama
for Southampton, Mr. B. Cooper. From
Hongkong for Southampton, Mr. and Mrs.
Kingsmill, and Qr. Mr. Seng, Saunders;
for Venice, Mr. Foster; for Suez, Mr. C.
L. Phillips.

Per Taiwan, for Amoy, Mr. and Mrs. C.
D. Kerr, Mr. and Mrs. T. D. Boyd, child and
European maid, Mr. Best, and Rev. W. S.
Swanson; for Foochow, Messrs A. Morston
and K. Davis.

Per Esmeralda, for Manila, Messrs Sains,
Dunhill, and Granlor, Rev. Fathers Herce,
Escroutano, and Moreno.

Per Norma, for Swatow, 166 Chinese.
Per Menelaus, for London, &c., 2 Cabin.
Per Achilles, for Shanghai, 5 Chinese.
Per Golden Horn, for Saigon, 200 Chinese.
Per Paris, for Higo, 2 Chinese.
Per Brema, for Quinhon, 15 Chinese.
Per Malina, for Singapore, 20 Chinese.

SHIPPING REPORTS.

The Chinese steamer *Pung-shun* reports:
Fresh monsoon with thick rainy weather
all the passage. At anchor at Woonung
24 hours with fog.

The British steamer *Hindostan* reports:
Left Calcutta on 16th Dec., 1877. Sand-
heads on 17th. Arrived at Penang on
22nd and left on 28th. Arrived at Singa-
pore on 28th and left on 30th. Experienced
very light monsoon and fine weather
throughout. Detained outside from 5 p.m.
yesterday the 2nd inst. on account of fog.

CARGO.

Per S. S. Ocean, sailed 27th December,
1877.—For Sydney, 2,363 bags Rice, 5,570
bags Sugar, 601 pkgs. Merchandise, 510
pkgs. Oil, 7,890 pkgs. Tea, 6 pkgs. Silks,
and 4 pkgs. Opium. For Melbourne, 828
bags Rice, 600 pkgs. Tea, and 246 pkgs.
Merchandise. For Coochewar, 1,300 bags
Rice, 100 pkgs. Tea, 287 pkgs. Merchandise,
and 18 pkgs. Opium. For Dundee, 28
pkgs. Merchandise. For Adelaide, 24 pkgs.
Merchandise.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.—
Per Glenfalloch, at 11.30 a.m., on Satur-
day, the 5th inst.

For SAIGON.—
Per Maharajah, at 5.30 p.m., on Satur-
day, the 5th inst.

For HAIPHONG & HANOI.—
Per Holyrood, at 4.30 p.m., on Saturday,
the 5th inst.

For SWATOW, AMOY & FOCHOOW.—
Per Namoa, at 5 p.m., on Saturday, the
5th inst.

MAILS BY THE TORRES STRAITS PACKET.—
The Australian Contract Packet *BRIS-
BANE*, will be despatched from Hong-
kong, on FRIDAY, the 4th instant, with
Mails for Singapore, Somerset,
Coochewar, Cleveland Bay, Bowen,
Keppel Bay, Brisbane, Sydney, Tas-
mania, New Zealand, and Melbourne.

Correspondence cannot be Registered after
11.15 a.m.

The Mails will be closed at 11.30 a.m.
Supplementary on board with late fee
18 cents till time of departure.

Correspondence for Southern Australia can
be sent by this route if it be desired, but
as a general rule it is better to send
it via Galle.

Hongkong, January 2, 1878. ja4

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *GALE-
LICO* will be despatched on FRI-
DAY, the 4th January, with Mails
for Japan, San Francisco, and the
United States, which will be closed as
follows:—

2 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes.

2.30 P.M. Correspondence for Japan, the
United States, or Union Coun-
tries only may be posted on
board the Packet with Late
Fee of 12 cents extra Postage
until

2.50 P.M., when the Mail is finally closed.

Hongkong, December 21, 1877. ja4

MAILS BY THE FRANKLIN PACKET.—
The French Contract Packet *FRANCOUADY*
will be despatched from Hongkong
on THURSDAY, the 10th January,
with Mails to and through the
United Kingdom and Europe, via
Marseilles; to Saigon, Singapore,
Batavia, Galle, Pondicherry, Madras,
Calcutta, Bombay, Aden, Suez, and
Alexandria.

The following will be the hours of closing
the Mails, &c.:—

Wednesday, 9th January.—
5 P.M. Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.

Thursday, 10th January.—
7 A.M. Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 A.M. Registry of Letters ceases.

11 A.M. Post Office closes except for Late
Letters.

11.10 A.M. Letters (but Letters only)
may be posted on payment of a
Late Fee of 18 cents extra postage,
until

11.30 A.M., when the Post Office Closes
entirely.

Hongkong, December 27, 1877. ja10

Correspondence for the West Indies
(except those belonging to the Postal
Union, the Bahamas, and Hayti), for Costa
Rica, Honduras, Monte Video, New
Granada, Paraguay, and Uruguay can no
longer be sent via San Francisco.

Correspondence for the West Indies
(except those belonging to the Postal
Union, the Bahamas, and Hayti), for Costa
Rica, Honduras, Monte Video, New
Granada, Paraguay, and Uruguay can no
longer be sent via San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Brisbane* leaves for Singapore, &c.
8 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

Auctions.

Noon.—General Weekly Sale by Messrs:
Lane, Crawford & Co.
1 p.m.—Sale of Office Furniture, &c., at
Mr. Kingmill's office.

General Memoranda.

SATURDAY, JANUARY 5.—
Noon.—*Glenfalloch* leaves for Shanghai.

5 p.m.—*Holyrood* leaves for Haiphong.
9 p.m.—Magical Entertainment at the
Theatre Royal.

SUNDAY, JANUARY 6.—
Daylight.—*Namoa* leaves for Coast Ports.

Goods per *Atalante* undelivered after this
date subject to rent.

Goods per *Malabar* undelivered after this
date subject to rent.

MONDAY, JANUARY 7.—
Goods per *Tyee* undelivered after Noon,
subject to rent and landing charges.

Goods per *Mirapora* undelivered after
this date subject to rent.

THURSDAY, JANUARY 10.—
9 p.m.—H. K. Choral Society's Con-
cert at the City Hall.

Goods per *Glenfalloch* undelivered after
this date subject to rent.

SATURDAY, JANUARY 12.—
9 p.m.—Dramatic Performance at the
City Hall.

Transfer Books of H. C. & M. Steam-
boat Co. closed from this date till 25th
instant, inclusive.

TUESDAY, JANUARY 15.—
Claims against the Estate of James Smith
Forbes, deceased, must be proved on
or before this date.

SATURDAY, JANUARY 19.—
Noon.—American Mail leaves for Yoko-
hama and San Francisco.

FRIDAY, JANUARY 25.—
3 p.m.—Meeting of Shareholders of the
H. C. & M. Steamboat Co., Limited,
at No. 50 A, Queen's Road.

THE
HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' SUNDRIES, NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.

MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla
Water, and other Aerated Waters.

The Manufacture is under direct and
continuous European Supervision.

INQUESTS.

An adjourned inquest on the body of Leong Chai, a Chinaman, who was found dead in the hold of the S. S. *Chinkiang*, was resumed this afternoon at the Magistrate's, before James Russell, Esquire, Coroner, and Jury comprising Messrs P. Jordan, M. J. Groto, and F. Guedes. Dr. Wharry was examined and said the body was brought to the Hospital at 10 o'clock on the morning of the 1st; it was that of a Chinese male about 35 years of age, fairly nourished. The collar bone was dislocated, several ribs on the left side were fractured, and the skull was fractured. The wounds were such as would have been caused by a fall from a height. A verdict of accidental death was recorded.

THE "JESSIE JAMIESON" CASE.

The adjourned inquest on the body of Thomas Schmidt, a seaman belonging to the British barque *Jessie Jamieson*, was then proceeded with before the same Jury.

George West, the master of the vessel, was first called; he said: The *Jessie Jamieson* is a barque of 504 tons register, her official No. is 47,508. The registered owners are Harbours & Co. The deceased shipped at Cardiff on the 6th July, 1877. There were three other men in the Hospital at present who joined the ship. My crew consist of myself, 1st and 2nd mate, 6 able seamen, 2 ordinary, carpenter, steward and 2 boys. Provisions were served out regularly according to the scale laid down by Act of Parliament. I had ten cases of lime juice taken out of Bond at 12 o'clock on the 11th. This was when all hands were on deck. Each man had a glass of lime juice. The ship arrived here on the 31st December, after a passage of 170 days from port to port. The first signs of scurvy were noticed on the 4th November in the Straits of Timor. Strange marks were noticed on Thomas Schmidt's feet and legs and every appearance of scurvy, and until this date he had refused to take any lime juice. I made an entry on the 4th September certifying that Thomas Schmidt, A.B.; Morgan Evans, A.B.; and Nisbet Kaseimer, A.B., refused to take their lime juice. This was the sixth day of their refusal. I did not make an entry the first day as I thought it was only a whim they had taken and they would soon alter their mind. The deceased never took the lime juice after this. I told them it was necessary for their health and that they would get scurvy if they did not take it. Schmidt said it was too cold and would give him a belly-ache. They only laughed when I told them they would get scurvy; this is the way with sailors. The men were nearly all foreigners; Evans is an Englishman and he is all right. Schmidt (the deceased) told me that he had been in Hospital with fever and ague, and left it five days before he shipped. Kaseimer and Evans began to take their lime juice a few days later, after I had spoken to them about it. In the *Gilolo* Passage Schmidt was off duty; he was suffering from scurvy, consumption and fever. The entries in my official log were all made on the day and date there stated; an entry on the 15th appears after one on the 26th it was copied from the mate's log. The entry states: Perres was a man of very dirty habits; and myself, the mate, and the steward, have several times warned him about eating so much grease and fat, but he took no notice of it. When the man got bad, I copied this entry from the mate's log. I did not make an entry when he got sick; that will appear in the general log. I made this entry to show that the scurvy was brought on by his own dirty habits. The deceased did take his lime juice on and after the 4th November. After the first all hands had soup and bouilli every Sunday, and after the first symptoms of scurvy on the 4th November all hands had fresh tinned meats, four times a week and a double allowance of lime juice daily. The men took this double allowance willingly; they were glad to get it, as the weather was warm. There were six men sick with the disease altogether, two are now on board. These six men were off work for three weeks. I gave them opening medicine, and Schmidt got sherry wine twice a day in his arrowroot. I have been in command of British ships for over twenty years, and have been to sea altogether for forty years. I have always been going long voyages and know as well as most men how to treat cases of scurvy. I believe the disease was brought on by eating scurvy (or hush) a conglomeration of bread, pork, and ale. One of the men (Perres) used to take the slush out of the slush cask and eat it on his bread. Some people call the scurvy American croaker; but I have never met with a case of scurvy until this time. Not one of the Englishmen were attacked with the disease and I attribute their immunity to their living in a cleaner way than the foreigners.

By Mr. Jordan: The man did not refuse to take his vinegar.

The enquiry was then adjourned to the Hospital to examine the sick men.

Robin Rudkinson, one of the sick men, was examined, he said that he first felt pains in his joints about three months ago. I took my lime juice regularly. I saw Schmidt take his several times; I cannot say if he took it always or not. I first felt the pains in my ankles; when we got ill we got a double allowance of lime juice. I have been seven years going to sea; I have heard of scurvy before, but I have never had it myself. The meat was rather bad, and we complained to the Steward; when the meat was boiled there was a skin over it and it was hard. Steward said it was owing to the boiling. We used to cut this off and throw it overboard, and we consequently had a very small quantity. I believe we got the quantity of beef we were supposed to receive. I know what bread sauce is; I did not see much used. I myself never used it. The water the beef was soaked in gave forth an awful smell. We left off eating the beef after the scurvy broke out; we did this of our own free will and never reported it to the Captain. There was only one kind of beef on board the ship. The Cook boiled the beef and left it in the galley, if we wanted it we could get it. There were no Englishmen in the forecabin; the only one on board, who was a sailor, was taken into the after-cabin, owing to there having been a fight between him and Kaseimer. Morgan never made any complaint to my knowledge. We never got any tinned meats, we used to get soup and bouilli on Sunday, before we got ill; and afterwards we had it every two or three days and we had burgo (porridge) in the morning. We had as much vinegar as we could use; as soon as the bottle was empty it was refilled. We had no specified quantity allowed for each man but a bottle would be given for each watch. Sometimes one bottle

or perhaps two were issued during the week. The bottle was a lime juice bottle. I always took my lime juice. After we got ill there were three days in the week we ate no meat at all. I did not hear Schmidt complain much. One boy, who lived aft, George Veddler, was ill, but I do not know what was the matter with him. I cannot say for certain what beef they used aft. The carpenter used to get whatever was left from the Cabin table. We had no fault to find with the steward. After we got sick the Captain was very kind to us; he gave us sage and arrowroot, and everything that we wanted, the deceased got even wine. As soon as Schmidt got the scurvy in his leg we left off eating beef and had nothing but tea and biscuits three days a week. I lived this way for seven or eight weeks before I got sick. I never eat any of the scurvy. I believe that man over there (Perres) eat some. (The man referred to told the witness to speak for himself, he (Perres) knew what he had to say, when it came to his turn).

Mr. Russell asked Perres if he could hear what the witness was saying and he replied that he could and could hear a lot of lies. Mr. Russell cautioned witness as to the evidence he had given and said that he must recollect that this was a very important enquiry and might affect not only himself but every man who went to sea.

Witness replied that he had said nothing but what was true. Some of the men used to wash with salt water every day but the carpenter told us not to do so as it was warm weather and the pores of skin should be kept open, and the salt would close them up.

Mr. Jordan: How is it if the captain was so kind, you never complained about the beef. Answer: Because we knew that the captain could not help it, there was no other beef on board. I believe there was some man complained that he had not got enough to eat and the captain told the man that if he liked he could have his own allowance served out to him and cooked separately, and if he could not eat it he could throw it overboard. There was only one barrel of beef had on board, the men left off eating it when they found that Schmidt had got scurvy.

Joseph Perres, sworn stated, I am a native of Gibraltar; I have been about 2 years a sailor, but 7 years to sea as a seaman. The first I knew of the scurvy was Schmidt getting sick. Schmidt said he had lime juice gave him the fever, and he gave it to other fellows to drink. The Chief mate spoke to him about this and made him drink it. Schmidt was sick when he came on board at Cardiff, he was a very weak man. I do not think he drank lime juice more than 24 times.

The enquiry was still proceeding when our Reporter left.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, Jan. 3, 1878.
Sir,—In a sub-letter of the 23rd Nov., the *London and China Express* stated that Professor Sheldon Amos, while lecturing about China, "detailed in forcible language the evils arising from opium eating." The *Express* contradicted it by saying that the *Chinese* smokes it and argued that "it is from the overlooking this obvious distinction that nine-tenths of the misapprehension on the opium question in the minds of a section of the public has arisen." Your morning contemporary in a leader of this day, no doubt misled by the remarks of the *Express*, severely reprehended Professor Amos for falling into such a "very serious error which was utterly inexcusable in one who pretends to be an authority upon the opium question."

Now in looking into the report given in the *Express* which was taken from the *Times*, I fail to see that the learned Professor had said anything which might be understood to mean that the Chinaman eats opium. It was the Chairman Dr. Richardson, P.R.S., according to the report, who as a medical man, spoke upon the use of opium as a drug producing narcotism and said that the use of it had greatly diminished amongst Europeans of late years, and it is stated that he continued in forcible and striking language to detail the evils which arose to the human race from the practice of opium eating. It is not quite clear from the report that the doctor did not attribute the practice of opium eating to Chinamen, but to Europeans, which I believe he would not do; but how Professor Amos could have been made to say that the Chinaman eats opium is beyond my comprehension. Though Professor Amos, I believe, has not been out here, he has taken great pains to question in all its phases. I venture to say he knows more of the *secrete* question than most of your readers in China, and I cannot believe that he could have fallen into such an error as has been attributed to him.

Yours faithfully, JUSTITIA.

China.

FOOCHOW.

(Herald, Dec. 27th.)
From the Tartar Camp, we learn that a large wolf was shot to day, within ten minutes walk of the *Kwang Tung*. Three native sportsmen, armed with matchlocks and an old musket, succeeded in terminating the beast's marauding career.

Amongst the passengers en route to England per S. S. *Taiwan*, on the 26th instant, was our respected fellow resident, Mr. John Forster, who, we regret to learn, has been compelled to leave China through ill health. We understand that, prior to his departure, Mr. Forster, with characteristic generosity, made a free gift to the Trustees of the Fochow Native Hospital of his old home on Chang-chow Island—on the sole condition that it shall not be used for other than hospital purposes. This handsome donation is a timely one, while as regards the site of the building none better could be found, as it is on the high road to the City. With the improved and ample accommodation thus liberally provided, the Fochow Native Hospital should, we think, enter upon a fresh and, if possible, more extended field of usefulness.

The weather during the past week has been more in keeping with the season; as beyond a few occasional showers there has been nothing to complain of or to remind of the plucky spring atmosphere of the previous weeks. Under these improved conditions, it is only natural that the spirits of the "Camp" Community should have emerged from the slough of despond into which they were thrown by the singularly obstinate conduct of the capricious personage—the Clerk of the Western. There is no longer any talk of

postponing the race meeting, and the Ooture, though still rather swampy at the Fochow Road Corner, is getting into better "going" order. One of the favorite griffins died a few days ago, rather unexpectedly, as the deceased Mongol was undoubtedly the finest "Saint" in his calendar. Mr. St. Andrew's team has arrived, and is reported to be in grand condition: it includes a "Sunbeam" that we understand promises to eclipse all the other glories in the second event of the first day. Blue and Scarlet are favorite colours for ye Maidens. So beware, gentle readers.

We regret to notice that the famine distress in the north is increasing. Our Shanghai contemporaries state that considerable numbers of refugees are beginning to arrive at that port and other adjacent cities.

A movement is on foot in California to promote the cultivation of the Tea plant in that prosperous State. The climate is said to be very favorable, and it is thought that the Chinese element of the population might be usefully employed in the proposed industry.

Japan.

YOKOHAMA.

(Gazette.)
We have to record a very sad event which happened yesterday evening, Dec. 18th, in Tokio, the suicide of Mr. R. C. Hayes, formerly a Secretary in the Mining Department. Mr. Hayes had been seriously unwell for some little time previous to his death, and was wholly confined to his bed for the last few days, during which time he lay in a very precarious and excited state. No one, however, could have apprehended such a catastrophe as this suicide. It would appear, now, from what is known by those who were about him in his illness, that the anxiety of business had so wrought upon his mind as to cause a temporary derangement which led him, at a moment when no one was near, to shoot himself through the head with his revolver. An inquest was held this afternoon on the body of the Yedo Hotel. The Chinese Ministers landed at three o'clock today (Dec. 18th) in real Chinese style, to the intense admiration of a large number of Japanese and Celestials. The two Ministers were carried in kago, each borne on the shoulders of eight bearers, and both preceded by heralds bearing banners, and other paraphernalia which are generally to be observed in a Chinese Mandarin's procession. A company of marines escorted the Ambassadors. There was no music, though a great noise was made by beating gongs. Next to the Ministers came the Consuls on horseback; the remainder of the party riding in jinrikishas. The procession wound its way past No. 70, then turned into Honan road and proceeded through Chinese towns to the Chinese Club. As they entered through the streets, the people manifested their joy by firing off their guns, which demonstration, however pleasing to the performers, nearly resulted in a serious accident to one of the mounted gentry. The pony this individual bestrode was evidently unaccustomed to a salute of crackers, as he commenced to prance about in such a manner that it seemed very probable he would deposit his rider on the ground. Two strong bettors, however, succeeded in arresting the playfulness of the animal until the latter had somewhat subsided.

Judgment was given this afternoon by Mr. Acting Law Secretary Wilkinson in H. B. M.'s Court, in the case of Bradfield v. North, for the sum of \$3,000, the amount claimed, less \$977.80 and interest at 10 per cent, calculated to 31st December, 1876, Interest on \$3,000 from 30th November, 1876, on \$977.80 from 31st December, 1877, when the amount must be paid. Defendant to pay costs of suit. The Court, then, orders that defendant pay \$2,268.30 by the 31st instant, with costs of Court, less taxed costs of counter-claim to 12th October last.

The other day the Tokio papers called attention to the conviction of two men, and their punishment for forging Bass & Co.'s labels. The sentence of thirty days' imprisonment was totally inadequate to the offence; and shows how lax, still, are some of the notions of trade morality prevailing even in high official native quarters. Nevertheless the arrangement, at all, of the culprit, was a step in the right direction; and we hope will be followed by strenuous efforts on the part of the authorities to put a stop to the glaring, and all but open, system of forgery of trade-marks and tokens, prevailing in this country. It is not only the firm whose labels are falsified which suffers. The consumer is equally defrauded.

We have been able to ascertain the following information, which may perhaps give some clue as to the probable fate of the missing steamer *Caroline*, a small Danish schooner owned by Mr. P. Clausen of this port. Our informant, who was on board the British schooner *Ottoset*, states that the *Caroline* left Clay Bay, Chikotan, on the morning of Friday 19th October, bound for Yokohama with a catch of some 180 skins. The *Ottoset* left some two hours later, bound for Hakodate, and in the evening, at about six o'clock, sighted the *Caroline* off the south end of the island, heading to the south-west. A fresh northerly breeze was blowing at the time, which gradually hauled to the eastward, and increased to a moderate gale the following day. On Sunday, 21st, it blew one of the heaviest gales the Captain of the *Ottoset* had ever witnessed during an experience of fourteen years on this coast.

In this blow the *Caroline* was most likely lost, probably by capsizing. There were sixteen hands, all told, on board, viz: Captain Miller, J. Keel, Metzner, one other European, a native of Urup, and eleven Japanese sailors.

When the vessel left Chikotan she had food only for about ten days; so that, even if she weathered the gale with loss of masts and sails only, her crew must long ere this have died of starvation.

DESTRUCTIVE FIRE AT MESSRS. MULLER AND FISHER'S AT SHANGHAI.

One of the largest and most destructive fires that have taken place in Shanghai for a long time occurred on Friday morning, the 26th inst., at the premises in the Nanjing road occupied by Messrs. Muller and Fisher, furniture manufacturers. Muller is left but part of the bare walls; whilst the Lecture room of the Temperance Hall has also suffered considerable damage. It is with regret that we have to add that a sailor of H.M.S. *Junco*, whilst assisting at this fire, sustained rather severe injuries, and that Mr. E. B. Souper, who was also doing good service, had two or three fingers badly hurt.

It would be perhaps too much to affirm that the exact cause of the fire is ascertained; but the supposed cause of the origin-

tion seems very probable. A supporting beam ran through a chimney near the polished room in the centre of the building, and it is believed that this beam caught fire, and communicated it to the surrounding parts. In any case it was at this spot that the danger was first noticed; the workman whose attention was attracted to it, running downstairs to inform Mr. Muller. This was shortly before eleven o'clock. An alarm was at once raised and the fire bells gave the accustomed appeal. In a few minutes the engines were got out, and there was soon a good master of firemen. Two steam, and two manual, engines were placed in the Cathedral square, from the pond of which a good supply of water was obtained; and two steam and one hand engine were stationed near the river. By this time the flames had a good hold of the centre of the roof; and the northerly wind had a tendency to direct the fire southwards. The premises contained a very large and valuable collection of furniture, stored mostly in the upper room; and endeavours were first devoted to saving as much of it as possible. A crowd of foreigners was soon collected, and in a very short time two companies of sailors from H.M.S. *Junco* arrived. Every one present exerted himself in the work of saving, a perfect stream of helpers running backwards and forwards to the large compound opposite, belonging to the residence of Mr. O. W. Goodwin, where the furniture was temporarily deposited. In the course of about twenty minutes, during which this operation could safely be carried on, the rooms were stripped of most of their portable contents, though there remained a large quantity of machinery and other things which had to be left to be sacrificed. The highly combustible character of some of the materials used in the business of a furniture manufacturer, and of which there was a good quantity on the premises, gave a considerable impetus to the work of destruction. In half an hour after the alarm was raised, the whole building may be said to have been on fire. Fierce flames shot up from the roof, and dense volumes of black smoke issued from the windows; the powerful streams of water from the several engines making the embers hiss and crackle, and only adding to the fury of the on-sweeping fire. The conflagration was fiercest at the south-east corner, but surely, though gradually, the flames extended to the front until, as we have said, the whole block was a mass of fire. There was now no hope of saving any portion of the premises; and so quickly had destruction been going on, fears were entertained for the safety of much of the surrounding property. Copious streams of water were thrown on to the Temperance Hall, one of which was separated from the burning building by a tolerably wide passage; but notwithstanding the best efforts of the firemen, the steadily blowing wind communicated the flames to the Lecture room attached to the Hall. Water was literally poured upon this building; and after a while the fire was got under, though not until the roof and other portions had suffered great damage. It was in this passage and about this time, that the accident occurred to the seaman of the *Junco*. It is needless to say that the blue-jackets worked with the energy and courage which always distinguish them, or that their services were most useful. Mr. Percival and a sailor had hold of one of the nozzles and were directing a stream of water with good effect when suddenly there came a terrific crash. To these spectators of the eastern wall of Messrs. Muller and Fisher's premises had fallen. There were many firemen and sailors at work in the passage and when the noise of the crash had subsided the clouds of thick smoke which hung over the spot prevented anything being seen. Those near, however, heard a cry of "help" and one of the sailors was seen partly buried under the fallen debris. This was Mr. Percival's companion at the nozzle. Mr. Percival dragged the man out and he was taken to the Hospital with, we understand, severe wounds on the back and front of the head. Mr. Percival himself had an extraordinary escape. He would appear that the man had been hit by the bricks from the frame of a window; Mr. Percival, escaping by the frame, hit his head on the top of the frame. It was a short time after this that the accident happened to Mr. Souper; the precise circumstances of which, however, we have been unable to ascertain. It had occurred by the sudden fall of a portion of the wall, which completely covered him with dust, and severely injured two or three fingers. He was removed in a very exhausted state.

When the flames had reached the front part of the building, they extended with fearful rapidity; and Mr. Wemmo's premises, which adjoin on the west, seemed in imminent danger. A portion of the stock in trade was removed to a safer quarters. It was about half-past twelve before the fire was thoroughly got under; but the engines continued playing all the afternoon, to learn for some time the amount of damage which has been sustained; but it must be very considerable. We understand that the premises and stock are tolerably well insured. We ought not to omit to add that thanks are due to all who rendered assistance, and we have never seen at a local fire a greater number of volunteers or services given with greater alacrity and goodwill. The exertions of the firemen were greatly facilitated by the good order maintained by the Police.—*Shanghai Courier.*

THE TELEPHONE IN SHANGHAI.

We were present on Tuesday at some interesting experiments with a newly-constructed and improved telephone, the work of Mr. J. D. Bishop, at the residence of that gentleman. The instrument is simple in the extreme, consisting of two diaphragms or tympanums of soft iron, working in separate blocks of wood cut something in the shape of a speaking trumpet, but much smaller. The opening of the bell end is large enough to be spoken through easily, the voice going direct to the iron tympanum, the apparent diameter of which is scarcely an inch. The iron with which the tympanum is made is of rare tenacity and extreme sensitiveness, vibrating at the least noise. The two "trumpets" are united with insulated wire clothed with green silk, and this, which is believed can be carried to comparatively unlimited distance, constitutes the instrument, plainly described; but to speak more scientifically with regard to the production and transmission of sound, or rather, words—the person speaking applies his mouth to the trumpet he holds in his hand, and

speaking in an ordinary distinct manner, the voice causes the diaphragm or tympanum to vibrate, and the sounds travel instantly and clearly to the diaphragm at the other end of the wire, being heard nearly as distinctly, as at the speaker's end. Strictly speaking, the sound is caused by the vibrations of the soft iron diaphragm, which is fixed close to the pole of a bar magnet surrounded by a coil of the insulated wire, the vibrations at the receiving end, corresponding with those of the sending end, the voice inducing currents of electricity varying in number and amplitude as the voice swells or changes its tone. The distance tried in Mr. Bishop's laboratory on Tuesday was about 10,000 "British Association limits," or, say, 50 miles. This long distance required careful attention in speaking, so as to ensure distinct utterance; but conversation was easily carried on and the words and music of a song were distinctly heard. At an equivalent of 300 miles, the effect was still more remarkable; but with a more powerful telephone the longer, and even much greater, distances can be easily accomplished—in fact, with all the necessary scientific adjuncts, it is believed there would be practically no limit to range. On Monday, the telephone was tried with the common telegraph wire stretched between the Astor House and the Hongkew fire-engine station, the results being very successful. This was, in fact, a true test, as showing the possibility of instantly applying the instrument in any desired direction. Both experiments were of great interest and usefulness, and the invention and improvement combined are certainly worthy of public notice. We understand that Mr. Bishop contemplates making some further experiments in public shortly, of which due notice will be given.—*N. O. D. News.*

The Straits.

(Straits Times.)
The French barque *St. Joseph*, of St. Malo, Captain Dumont, with general cargo, from Labuan to Hongkong, on the morning of Dec. 3rd struck on a supposed rock off the N. W. Coast of Borneo, Kiri Balu bearing S. E.; sprung a heavy leak and bore up for Ambong Bay and brought up in eleven fathoms. Shortly after the vessel went over on her beam ends, and the Captain and natives compelled him and crew to leave the ship. The Captain and crew arrived here, per *Cleator*, yesterday (Dec. 23rd).

Macassar, Nov. 27.—At noon on Saturday last there arrived in the roadstead here the British barque *Ribston*, which had stranded on the Brill reef, and had been sold here by public auction as a wreck, as we stated in a previous number of this Journal. By the assistance of the steamer *Avon* (re-named the *Tromp*), the vessel was got adrift again from her unfavourable position and ad towed hither. The *Ribston*, has suffered but little damage, is apparently repairable here, and in the opinion of experts may continue in a navigable condition for several years as being serviceable for coasting trade. The buyer, a tight and strong vessel. The vessel has (or rather the Anglo-Chinese Company) by doing a good stroke of business by her, is the petroleum along the auction bill is covered. The vessel makes but little water, and after providing her with two or three sheets of copy, it is intended to examine her more completely at Singapore and then to send her the voyage to China.—*Herald.*

"Baika."—The British barque *Sheridani*, John Nichol, belonging to D. J. Boyd and Co., of Glasgow, stranded on the 14th Nov., on her voyage from Hongkong to New York, on the Alceste reef near Pulo Chalgia. Of the crew, 3 mates were left behind on Lepar to look after the cargo, consisting of Chinese mats, fireworks, and other goods. The remaining crew were quartered at Muntok, and were taken to Singapore in the mail-boat of the 26th Nov.—*Javahe Courant.*

From Samarang we are informed that two Chinese officials have arrived there direct from China via Sourabaya, who have been sent out by the Chinese Government with the object of establishing a Chinese consulate at each of the three chief towns of Netherlands India, and if possible setting on foot regular steam navigation between China and Java. These Chinese agents are provided with appropriate papers which prove their identity.—*Java Bode*, 13th Dec.

"The Chinese agents we mentioned in our number of yesterday who came to Java from China with the objects described by us, arrived here (Batavia) to-day by coasting steamer from Samarang."—*Ibid*, 14th Dec.

COMMERCIAL.

MESSRS DRACON & Co.'s Canton Market Report, dated Canton, 1st January, says:—Transactions in our Tea market have been on a small scale during the past fortnight.

Congous.—Only one small settlement is reported. Scented Teas.—There has been but a moderate demand for Capers, and a few parcels have found buyers at rather easier rates; medium grades may be quoted about a one-tael lower, and in good and fine decline of half a tael. In good and fine these no business is now trifling. Scented Orange Pekoes have also been bought at on earlier terms; and the few settlements of "short leaf" tea which have been made show a fall of one tael; a small parcel of "short leaf" tea has been taken at about previous rates.

The following is a summary of the fortnight's business:—
Congou, 270 half-chests a Tls. 18-per-pick; Scented Oaper, 6,200 boxes a Tls. 11 a 17 per-pick; Scented Orange Pekoe, 1,600 boxes a Tls. 16 a 18 per-pick.

Exports of the various descriptions of Teas shipped from Canton to Great Britain to date—Dec. 19, S. S. *Sarpedon*, Congou 128,209 lbs., S. O. Caper 87,671 lbs., S. O. Pekoe 88,901 lbs., total 264,881 lbs.; 30, S. S. *Thetis*, Congou 158,384 lbs., S. Oaper 147,104 lbs., S. O. Pekoe 87,088 lbs., total 392,571 lbs.—Making, with previous shipments a total for the season of 19,137,660 lbs. (the monthly 192,349 lbs. lost in *Malakoff*); against 18,774,240 for season 1876-77.

RYM.—A small business has been transacted during the past two weeks, the larger portion of the settlements having been made in the early part of the period under review. A further 170 bales were placed previously to the closing of the mail of 18th ultimo; but since then the demand has been very limited and only 85 bales. Teasles have been changed hands, and no material decline can be looked for, while natives have such small stocks to deal

Long-reels.—The demand for these has been of a smaller nature, and settlements are only reported as 200 bales. Re-reels.—About 340 boxes are all the contracts reported, and these were settled at last mail's quotations. Stock in Canton is estimated at 250 bales Teasles, 70 bales Congou and Lunklow, and 100 to 150 bales of inferior sorts. Waste is firm at our quotations; stocks are small.

Export of Silk.—Export to date—

London, 4,733 bales; to Continent, 6,717 bales; to America, 3,442 boxes; to Bombay, 2,371 piculs;—total, 11,050 bales, 3,442 boxes, and 2,371 piculs. Of Waste, 5,278 bales. Pierced Cocoons, 939 bales for Europe.

QUOTATIONS.

Teasles,.....No. 1, \$480
".....No. 2, \$460
".....No. 3, \$435 a 440
".....No. 4, \$425
Lunklow,.....No. 1, — None.
".....No. 2, —
".....No. 3, —
".....No. 4, —
Cung-huck and Lunklow, — \$425
Re-reels Congou, Best \$550
".....No. 1, \$520
".....No. 2, \$505
".....No. 3, \$485
".....No. 4, \$460
Cote-n-gown, — \$1,800
".....No. 1, \$2,560
Waste Silk,.....No. 1, \$ 79
".....No. 2, \$ 76
Cocoons Pierced, — \$ 76
SETTLEMENTS FOR THE FORTNIGHT.
1877-78. 1876-77.
For Europe,.....220 bala. 200 bala.
United States,.....340 bala. 280 bala.
Bombay,.....10 bala. nil.

DRUGS AND SPICES.—Cassia Lignea, is quoted for Lotting 92 5/8 to 93 1/8 in mats, \$2.50 a 55 in boxes, for Tai Wo \$2.80 a 55 in mats, \$2.65 a 57 1/2 in boxes. Sales 7,000 piculs. Stock 7,500 piculs. Cassia Buds, \$14 per picul. Sales 800 piculs. Stock 200 piculs. Star Aniseed, \$25 a 23, Rhubarb, No. 2, \$40 a 45. Alum, \$1.80 a 1.85 per picul. Camphor, \$20.50 a \$21.50 per picul, packed.

SUNDRIES.—Fire Crackers, 71 a 76 cents per box, for Gowqua's No. 1, gold cher, Vermilion, \$35 a \$36 per box. Mating, Fine contract, White 4/4, 11 1/2 cents, 5/4, 1 1/2 cents, 6/4, 1 1/2 cents per yard; Red Ohok, 4/4, 12 1/2 cents, 5/4, 14 cents, 6/4, 17 1/2 cents. Double Extra, Imperial white 5/4, 14 cents, 6/4, 14 cents, 6/4, 13 cents, 6/4, 21 1/2 cents per yard. \$3.70; Mandarin, \$4.30, Young Stem, \$5.50, per box of 6 jars.

IMPORTS.

LEAD.—Quotations are again rather lower; mixed brands are quoted \$7.25 a \$7.30 per picul, and Hole Chop and W.B. \$7.35 a \$7.40 per picul.
QUICKSILVER.—A further small decline has taken place, and to-day's quotation is \$32 a \$33 per picul.
GINSENG.—Unchanged.
SHIPPING.
The rate of Freight to London, per steamer, is \$2.12; and per sailing vessel, \$2 per ton of 40 and 50 cubic feet respectively. The rate of Freight to New York, per steamer, is \$3.17; and per sailing vessel, \$1.10; a \$1.15 per ton of 40 cubic feet.

LOADING AND ON THE BEACH.—At Whampoa, For London and New York.—None.

At Hongkong.—For London.—*Onida*, Kate Carnie, Menaula, str., Patrocho, str. For New York.—*Colorado*, T.A. Goddard, Morro Castle. For San Francisco.—*Chilumun*. DEPARTURES.—From Whampoa.—For London and New York.—None. From Hongkong.—For London.—*Sarpedon*, str., *Edenham*, *Orestes*, str. For New York.—*Isles of the South*. For San Francisco.—None.

Quotations.

HONGKONG, January 3, 1878.

OPIMUM.—New Patna, cash, \$600
" Old Patna, cash, None
" New Benares, cash, 570
" Old Benares, cash, None
" New Malwa, cash, 680
" Allowance Teels, 720
" Old Malwa, cash, 720
" Allowance Teels, 720

Exchange.

Bank, on demand, ... 8/10
" 30 days sight, ... 8/11
" 6 months sight, ... 8/11
Credit, ... 4/4
Documentary, 6 months sight, ... 4/4
Bombay, demand Rupees, ... 22 1/2
Calcutta, ... 72 1/2
Shanghai, demand, ... 72 1/2
" 30 days, ... 72 1/2
Bar Silver, 17, 1/4, B., ... 10 %
Sycee, ... 9
Mexicans, ... 1.6 p.m.
Gold Leaf, ... 26.30
English Sovereigns, ... 5.06
Australian Sovereigns, ... 5.06
Discount, ... 8 a 10

Shares.

Hongkong Bank, 53 1/2 prem.
Union Ins. Society of Canton, \$1.00
China Traders' Ins. Co., \$2.850
Chinese Insurance Co., \$285
Yangtze Ins. Assoc., Tls. 650
North China Ins. Co., Tls. 850
H.K. Fire Ins. Co., \$485
China Fire Ins. Co., \$175
H.K. & W. Dock Co., 4 1/2 dia.
S.K. O. & M. S. Boat Co., 18 1/2 dia.
Shanghai Steam Navigation, Tls. 36
Hongkong Gas Co., \$75
Hongkong Hotel Co., \$89
Chinese Imperial Loan, \$103.10/
Do. 1877, \$101

Temperature.

(Taken at Messrs. Patterson & Co.'s Premises, Queen's Road.)

HONGKONG, January 3, 1878.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. "GAELIC" will be despatched for San Francisco via Yokohama, on FRIDAY, the 4th January, 1878, at 3 p.m., taking cargo and passengers to Japan, the United States and Europe.

Freight will be received on Board until 4 p.m. of the 3rd January, 1878. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

For further information as to Freight on Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, December 12, 1877. ja4

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on SATURDAY, the 10th January, at Noon, taking cargo and passengers to Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER CENT on regular rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m. 15th January. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 8, Praya Central.

RUSSELL & Co., Agents.
Hongkong, December 31, 1877. ja19

Intimations.

AFONG, PHOTOGRAPHER,

by appointment, to
H. E. SIR ARTHUR KENNEDY,
Governor of Hongkong;

and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best collection of Views of China, Photographs Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Type, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, also Albums for Cabinet Portraits only. Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

Volume Sixth of the "CHINA REVIEW."

Now Ready.

No. II.—Vol. VI.

OF THE

"CHINA REVIEW"

CONTAINS—

The Rhymes of the Shik-king.

Brief Sketches from the Life of K'ang-ming.

(Continued from Vol. V, page 387).

The Wild Silk-worms of the Province of Shantung.

Notes on Chinese Grammar (Continued from Vol. V, page 392).

Geographical Notes on the Province of Kiangsi.

Translations of Chinese School-books.

Short Notices of New Books and Literary Intelligence.

Notes and Queries—

Bankruptcy in China.

The Share taken by Chinese and Han-namen respectively in the Government of China.

Laws of Sale amongst the Chinese.

Studies in Words.—Roots Meaning One.

The Character of Chinese Antiquity.

Shin-hwei Shuang.

A Chinese Primer.

A Han-Manchu Dictionary.

Wang Yao and Shin Historical Persons.

Native Literature on Chinese Porcelain.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, October 21, 1877.

Intimations.

IN THE GOODS OF
JAMES SMITH FERRIES,
Deceased.

NOTICE is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S. S. "ZEALANDIA," who died at Sea on Board the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal Estate were duly granted to JOHN FAIRBAIRN, of No. 27 Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 22nd day of September 1877, are hereby required to send in writing the particulars of their Claims or Demands to the said JOHN FAIRBAIRN at his address aforesaid, or to the Under- signed WILLIAM HENRY BAKER, at the Office of the said JOHN FAIRBAIRN, at the Office of the said WILLIAM HENRY BAKER, 29 Queen's Road, Hongkong, on or before the 15th day of January, 1878.

And notice is hereby given that at the expiration of the last-mentioned day, the said JOHN FAIRBAIRN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIRN has then had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets or any part thereof, so distributed, to any person of whose Claim the said JOHN FAIRBAIRN has not had notice at the time of the distribution.

Dated this 3rd day of October, 1877.

WM. H. BRERETON,
Solicitor for the said JOHN FAIRBAIRN.

ja16

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN of CAPITAL at the Rate of FIVE TAKES per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst.

Warrants will be delivered by the Under- signed to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement.

The Transfer BOOK of the Company will be CLOSED from the 2nd to the 8th Instant, inclusive.

By Order,
RUSSELL & Co.,
Liquidators.

Shanghai, October 2, 1877.

To Let.

AN OFFICE TO LET.

Apply to
LANDSTEIN & Co.
Hongkong, September 15, 1877.

TO LET.

OS. 4, and 5, PRINCE TERRACE, ELGIN STREET.

Apply to
LANE, CRAWFORD & Co.
Hongkong, July 30, 1877.

TO LET.

THE Dwelling House and Offices No. 1, D'Agular Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co.

The Bungalow No. 17, Wellington Street.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, December 28, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KIDN.

"Bianco Villa," Pok-foo-lum, Furnished.

No. 9 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Messrs BUTTERFIELD & SWIRE.

DAVID SASSOON, SONS & Co.
Hongkong, October 13, 1877.

Insurance.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Claims accepted, and Policies of Insurance granted at the rates of Premiums current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRE,
Secretary.

Hongkong, November 1, 1877.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Under- signed, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

QUEEN FIRE INSURANCE COMPANY.

THE Under- signed are prepared to grant Policies against FIRE to the extent of £45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1876.

Insurance.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up.....£450,000
PERMANENT RESERVE.....230,000
SPECIAL RESERVE FUND.....75,000

Total Capital and accumulations this date.....£725,000

Directors:
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., J. KENNEDY, Esq.,
M. P. EVANS, Esq., O. LUCAS, Esq.

Secretaries:
Messrs. RUSSELL & Co., Shanghai.
London Bankers:
Messrs. BARRING BROTHERS & Co.

Agencies in:
HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12% for interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, October 1, 1877.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1875.

ROYAL INSURANCE COMPANY.

THE Under- signed, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

LANCASHIRE INSURANCE COMPANY, (FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Under- signed are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Ovals in Matchboxes, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £2000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNOLD, KARBURG & Co.
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

RHBONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:
KWOK ACHONG, Merchant.
FANG YIM, Merchant.
HO SAM, of Hop Yik Chan, Merchant.
LOO YEE, of the Yee On Hong, Merchant.
LEE SING, of Lai Hing Firm, Merchant.
CHANG SING YONG, Merchant.
CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to Discount of 20% on the Premium.

OFFICE, 43, Bonham Street.

Hongkong, August 23, 1877.

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTER of His Majesty King George The Third, A. D. 1720.

THE Under- signed having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding \$4,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Under- signed have been appointed Agents for the above Company, at Hongkong, Canton, Pootung, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1869.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

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